

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Wednesday, March 18, 2015

REPORT

PASSENGER TRAFFIC FINISHES THE YEAR WITH SLIGHT INCREASE

While a seasonal anomaly associated with the holidays contributed to a 10 percent decline in December, airline passenger traffic actually finished the year with a slight increase over 2013. In fact, despite relatively sluggish industry demand throughout the year, LYH passenger traffic was up a respectable .9 percent over 2013. By comparison, Roanoke Regional Airport's passenger count was down by 12 percent in December and finished 2014 with a 2.9 percent decrease over the previous year. Overall passenger enplaned load factor for the entire year, based on 98,284 available departure seats, came in at 79.8 percent which was a new all-time record for LYH, surpassing last year's 77.3 percent rate by 2.5 points. As a result, airline revenues (domestic) experienced a healthy 7 percent increase over last year due to a continuing competitive airfare environment at LYH combined with strong business and leisure travel demand last summer. I will provide a year-end traffic and operations wrap-up as part of my report to the Commission at next Monday's meeting.

GENERAL ASSEMBLY PASSES AIRPORT POLICE DEPARTMENT BILL

I am pleased to report that the full General Assembly passed House Bill (HB) 2035 to address an issue that surfaced late in last year's session regarding the authority of the airport's police department under state law.

As you will recall, this legislation was necessary as the result of a ruling last year by the Attorney General of Virginia that essentially stripped the Department of Criminal Justice Services (DCJS) of its authority to designate our type of police department. Consequently, it was necessary for the airport to pursue stand-alone legislation to authorize the LYH airport police to be considered a "police department." The bill, introduced by Delegate Kathy Byron as patron, subsequently passed unanimously by the House and by an overwhelming majority in the Senate last month. At this time I have been notified by Delegate Byron that the bill was signed by the Governor today.

And in other General Assembly action, here's a rundown on the airport-related bills I reported on back in January.

HB 1889

This was the bill that had been championed by an off-airport parking operator near Richmond International Airport that was dissatisfied with a new agreement with the airport for access to passengers based on a percent of gross receipts methodology. HB 1889 was written to require "[any] charges on ground transportation providers...be assessed in the same manner as charges imposed on other providers of ground transportation...and shall not be based on the gross receipts of the ground transportation provider." The bill was universally opposed by Virginia's commercial service airports, along with a number of industry organizations. Fortunately, bowing to the very heavy lobby effort on the part of the commercial service airports across the commonwealth, the bill was withdrawn at the committee level and was never brought before the full House.

Commission Member Update

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Senate Bill (SB) 1025

SB 1025, the so-called "Uber Bill," addressed a number of issues related to the new trend towards the establishment of transportation network companies (TNCs) and the process by which the Department of Motor Vehicles will license and regulate their use of vehicles. As I noted in my last *Update*, a key provision in the bill directed that no TNC "shall conduct any operation on the property of or into any airport unless such operation is authorized by the airport owner...in compliance with the rules and regulations of the airport. The department may suspend or revoke the certificate of any transportation network company that violates any rule or regulation of an airport owner and operator." Fortunately, this very important language remained in the final bill and which was passed by the full House and Senate.

I will provide a wrap up this year's General Assembly session and the next steps involved in authorizing our police department at next Monday's meeting.

MEETINGS BEGIN WITH VIRGINIA AVIATION FOLLOWING CITY COUNCIL ACTION

As directed by City Council, the process of negotiating new lease terms and conditions with Dave Young, president of Freedom Aviation, has gotten underway. With an initial focus on the term, facilities included and rental structure of an agreement, this process will also include those elements of an amended franchise agreement of the Freedom Aviation facilities as well.

NEW ATCT DESIGN KICK-OFF MEETING HELD

A kick-off meeting to begin the design process of a new air traffic control tower (ATCT) at LYH was held on March 9, 2015, with representatives from airport staff, RS&H, FAA officials and LYH ATCT personnel participating. With the design phase now in full swing, a very ambitious schedule to solicit and receive construction bids has begun in order to obtain FAA grant funding in time to begin construction in the fall. One concern that surfaced during the meeting, however, involved the FAA's willingness to continue to pay rent on the new facility once it is completed. I will provide additional details on this development at next Monday's Commission meeting.

AGENDA FOR COMMISSION MEETING

In addition to those items noted above, the agenda for the March meeting will also include a report by the airport's finance manager regarding proposed changes in parking rates for public parking at the airline terminal at Lynchburg Regional Airport. If you have any questions in the meantime regarding next Monday's meeting, please feel free to give me a call at 455-6089, or by cell at 444-3363.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

LYNCHBURG REGIONAL AIRPORT COMMISSION
Monday, March 23, 2015
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. January 26, 2015 Commission Meeting Minutes
3. Lynchburg Regional Airport March 2015 Air Service Update
4. February 2015 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Director
 - A. A report on LYH's year-end airline passenger traffic counts and aircraft operations results
 - B. A wrap-up of airport-related legislation before this year's session of the Virginia General Assembly
 - C. A report with regards to future rental income being received from the Federal Aviation Administration for use of the new Air Traffic Control Tower once completed
 - D. A report regarding a proposal by Republic Parking to rehabilitate the Economy Lot at the airline terminal at Lynchburg Regional Airport
6. Report of the Airport Finance Manager
 - A. A report regarding proposed changes in parking rates for public parking at the airline terminal at Lynchburg Regional Airport.

Commission Action: Make recommendation to City Manager

7. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
8. Reports of airport businesses
9. Hearings of citizens upon Commission matters
10. Adjournment

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING
January 26, 2015
4:00 p.m.**

PRESENT:

Robert Day
Stewart Hobbs
Mike Davidson
Don Brown
Bert Dodson
Debra Allen
Lynch Christian
Charles Nowlin

ABSENT:

Don Brown
L. Kimball Payne

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

The meeting was called to order at 4:00 p.m.

(2) APPROVAL OF January 26, 2015 CONSENT AGENDA

Mr. Hobbs confirmed that everyone had received the items from the consent agenda; the November 24, 2014 Commission Meeting Minutes, the December 2014 Air Service Update and the November 2014 Passenger Traffic Report and asked if there were any questions, comments or changes regarding the consent agenda items.

Mr. Hobbs said being there are no questions, comments or changes, he declared the Consent Agenda accepted as presented to receive and file.

(3) REPORT OF THE AIRPORT FINANCE MANAGER

A. A follow-up report with regards to the airport's proposed FY 2016 Operating Budget as presented at the November 24, 2014 Commission meeting

Commission Action: Make recommendation to City Council to approve the airport's proposed FY 2016 Operating Budget

Mr. Wes Campbell reported that the budget request was submitted in early December to the City, unchanged from what was presented to the Commission in November. He said our Fiscal Year 2016 budget was a milestone for the Airport in that it is the first budget to be submitted that does not request any operating funds from the City in the form of a subsidy. He said Fiscal Year 2016 represents the end of the subsidy era for the airport, hopefully permanently. He pointed out the differences between the current Fiscal Year and the 2016 request, explaining that there was essentially no change on the expense side and slight decrease in debt service, which offsets a possible 2% across the board pay increase, some small utility increases and a small increase in our contracted fire

services. He said the revenues continue to increase and that has essentially wiped out the last remaining bit of our subsidy. There followed a question and answer period.

Mr. Campbell said unless there are more questions at this point we were asking for a recommendation to City Council to approve the airport's proposed FY 2016 Operating Budget.

Mr. Courtney suggested the Commission consider deferring the vote until Mr. Bob Day arrives in case he had any questions or comments on the budget and so he would have an opportunity to vote on it.

Mr. Courtney reiterated that we are definitely seeing a plateau in terms of revenues. A general discussion followed.

(4) REPORT OF THE AIRPORT DIRECTOR

A. A report with regards to current airport-related legislation before this session of the Virginia General Assembly

Mr. Courtney noted that there has been a lot activity with the General Assembly this year and almost all the bills in the General Assembly seem to be focused mainly on Commercial Service Airports. He gave a report on House Bill 2035 which is stand-alone legislation for Lynchburg Regional Airport and is specifically designed to address a technical need for our airport to be authorized to operate as a stand-alone Police Department. He said we have been operating for years as a Police Department as authorized by the Department of Criminal Justice Services (DCJS). Last April the DCJS notified the airport that, based on advice it had received from the Office of the Attorney General, the DCJS could no longer recognize Lynchburg Regional Airport as a Police Department as they did not have the statutory authority to recognize, classify or designate any entity as a Police Department in general. Since this occurred in April after the session of the General Assembly last year, we worked to ensure that we had adequate law enforcement authority to support the TSA and the federal regulations as required by the TSA for arrest authority etc. Sheriff Hutcherson was very helpful to us and deputized all of our officers.

Mr. Courtney said we had been operating under that authority ever since with the understanding that we would go back to the General Assembly and work to get our Police Department authority restored; hence, House Bill 2035. Kathy Byron is the patron and she again has been very helpful to us. One issue is that there is another bill that specifically addresses private police departments, such as B&W's and Wintergreen's police departments and which designates or authorizes them to be private police departments. Mr. Courtney pointed out that we are unique because we are not a private police department and at the same time we are a City Department and the City of Lynchburg already has a police department.

Mr. Courtney prepared some talking notes for Delegate Byron for the first House committee review. He said all that we really need is that authority naming Lynchburg Regional Airport Police Department as a designated authorized police department. He went on to further discuss the issue. There followed additional discussion.

Mr. Courtney briefly addressed House Bill 1889 regarding airport fees and charges being challenged by an off-airport parking operator. Although is not something that is necessarily common here, it actually has national implications because from time-to-time off-airport operators have been trying to challenge the airport's authority, whatever state they are in, an airport's authority to be able to charge off-airport operator fees.

Mr. Hobbs made several comments and there ensued a brief discussion.

Mr. Courtney said the next bill being followed was the so called "Uber Bill" which will basically regulate or license all transportation network companies by the Department of Motor Vehicles. The bulk of this bill is to establish rules, regulations, and standards for the Department of Motor Vehicles to use for enforcement and licensing of Transportation Network Companies (TNC) like Uber. Mr. Courtney said we, as airports, do not have a problem with the bill per se, and in fact are supportive of language that was put in section K of Senate Bill 1025 that basically establishes that no transportation network company or partner will operate on the property of any airport unless such operations are authorized by the airport owner operator and complies with

rules and regulations of that airport. The bill allows the DMV to take action of against a TNC that is in violation, including suspension or revocation of the transportation network company's certificate. He said he, as well as the VAOC, has had contact with Senator Newman's staff asking that they ensure that this language remains in the bill.

There was some discussion of another bill that was introduced to allow someone with a concealed weapons permit to bring a weapon into an airport terminal. He said right now there is existing legislation that prohibits anybody, whether they have a concealed weapons permit or not, from bringing a firearm into the terminal.

B. Recap of December 18, 2014 meeting with Virginia Secretary of Transportation Aubrey Layne, Jr.

Mr. Courtney gave a summary of his December 18, 2014 meeting with Virginia Secretary of Transportation Aubrey Layne, Jr. He said the Governor requested that the Department of Aviation undertake a quality assessment of air service in the Commonwealth and report back. He said the Department of Aviation has selected Mr. Bill Swellbar, who is from the MIT transportation research center and who also shares his time as a consultant with Intervistas out of Washington, D.C.

Mr. Courtney said when he had an opportunity to meet with the Secretary he was given the opportunity to sit down with him for an hour and brief him on the airport, give a brief tour and outline opportunities, challenges, some of the high points of projects, funding, etc. He said he took the opportunity to not only emphasize the importance of air service and the challenges that small communities like ours face in terms of maintaining airline service but also the importance and value of the Commonwealth Airport Fund and the grant program with the Department of Aviation.

Mr. Courtney said Mr. Layne was very supportive, and that he really pushed hard on the small community issues. Also, part of the scope of work of the consultant is to focus on Washington Dulles. He said all commercial service airports agreed that Washington Dulles is a real asset, and it is a great asset for all of the airports to be able to offer service to that hub and that a strong healthy United hub is critical. He said United has been going in the other direction, continuing to cut back service at Dulles. A general discussion ensued.

C. A presentation regarding the location and layout of future conventional hangar sites at the Mid-Field Ramp and South Ramp at LYH

Mr. Courtney said the Master Plan has identified several locations on the airport for future development and future growth and we have had interest expressed by both Freedom Aviation as well as another customer on the field for the possibility of building larger hangars on the mid-field ramp which is at the base of the Tower. After doing a siting plan, our engineer was able to determine that two 12,000 foot hangars would fit there. He went on to further detail and explain the issue. There followed additional discussion.

(5) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members.

Mr. Hobbs asked if there were any inquiries or comments by Commission Members.

Mr. Hobbs indicated that Mr. Bob Day had arrived and asked if he would like to go back to item 5 on the agenda. He then asked Mr. Day if he had any questions or comments regarding the airport's FY 2016 Operating Budget And Mr. Day replied that, he did not. Mr. Hobbs said in that case he would entertain a motion.

Mr. Lynch Christian made the motion was to make a recommendation to City Council to approve the airport's FY 2016 Operating Budget. Mr. Charles Nowlin seconded the motion. The motion carried unanimously in favor by all.

A. Inquiries and/or comments by Commission Members.

Mr. Hobbs asked if there were any inquiries or comments by Commission Members.

Mr. Nowlin asked if the Verizon lease and the equipment that they are going to put there was already in place and operating.

Mr. Courtney responded that yes, it was.

Mr. Nowlin then asked if there was any way to tie that into Wi-Fi.

Mr. Courtney responded that it was not that kind of antennae. He went on to further discuss the issue. Additional discussion followed.

Mr. Nowlin said a maintenance issue that he had brought up before regarding the T-hangars. He said in the T-hangars the maintenance of the doors is a concern of his. He said he heard one open next door to him the other day and he said he had never heard such popping and cracking and carrying on with the hinges. He went on to discuss the issue.

(6) REPORTS OF AIRPORT BUSINESSES

Mr. Hobbs asked if there were any reports of airport businesses.

There were none.

(7) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

Mr. Hobbs asked if there were any questions or comments from the citizens present.

There were no comments from citizens.

(8) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective March 2015

AIR SERVICE UPDATE

Summary The number of daily departure seats most weekdays is 300 and the daily departure frequency is 6 on most weekdays.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	US Airways	Charlotte	6	300	DH3
AIRPORT TOTAL:			6	300	

US Airways During the month of March, there were five departures on Mondays and Tuesdays, and six departures on Wednesday through Friday. Five departures were scheduled for both Saturday and Sunday. All flights in March were 50-seat DH3s with the exception of one 37-seat flight DH8 on Saturday. The April schedule will be the same as March's; however, DH8s will be used for two of the scheduled flights every day of the week.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
	Charlotte	6	6 (most weekdays)

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0 Daily
	DH3 Dash 8-300	6 Daily
	CRJ	0 Daily

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2015

	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES		
	Feb-15	Jan-15	Feb-14	2015	2014		Feb-15 Jan-15	Feb-15 Feb-14	15 YTD 14 YTD
AIRLINE PASSENGERS (REVENUE ONLY)									
ENPLANED									
US Airways - Piedmont	4,885	4,787	2,413	9,672	5,241		2.0%	102.4%	84.5%
US Airways - Air Wisconsin	-	-	2,841	-	5,896		#DIV/0!	-100.0%	-100.0%
US Airways - PSA	365	710	-	1,075	-		-48.6%	#DIV/0!	#DIV/0!
Charter	-	-	-	-	-				
TOTAL ENPLANED	5,250	5,497	5,254	10,747	11,137		-4.5%	-0.1%	-3.5%
DEPLANED									
US Airways - Piedmont	4,879	5,198	2,656	10,077	5,987		-6.1%	83.7%	68.3%
US Airways - Air Wisconsin	-	-	2,684	-	5,763		#DIV/0!	-100.0%	-100.0%
US Airways - PSA	415	850	-	1,265	-		-51.2%	#DIV/0!	#DIV/0!
Charter	-	-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!
TOTAL DEPLANED	5,294	6,048	5,340	11,342	11,750		-12.5%	-0.9%	-3.5%
TOTAL AIRLINE PASSENGERS	10,544	11,545	10,594	22,089	22,887		-8.7%	-0.5%	-3.5%
AIRLINE FLIGHTS									
NUMBER OF DAILY SCHEDULED DEPARTURES									
US Airways - Piedmont	3	3	3				0.0%	0.0%	#VALUE!
US Airways - Air Wisconsin	3	3	3				0.0%	0.0%	#VALUE!
US Airways - PSA	0	0	0				#DIV/0!	#DIV/0!	#DIV/0!
Total Daily Scheduled Departures	6	6	6				0.0%	0.0%	
NUMBER OF CANCELLED DEPARTURES									
US Airways - Piedmont	17	3	11	20	15		466.7%	54.5%	33.3%
US Airways - Air Wisconsin	0	2	8	-	13		-100.0%	-100.0%	-100.0%
US Airways - PSA	0	0	0	2	-		#DIV/0!	#DIV/0!	#DIV/0!
Charter	0	0	0	-	-		#DIV/0!	#DIV/0!	#DIV/0!
Total Cancelled Departures	17	5	19	22	28		240.0%	-10.5%	-21.4%
NUMBER OF ACTUAL DEPARTURES									
US Airways - Piedmont	126	137	69	263	152		-8.0%	82.6%	73.0%
US Airways - Air Wisconsin	0	0	68	-	147		#DIV/0!	-100.0%	-100.0%
US Airways - PSA	10	21	0	31	-		-52.4%	#DIV/0!	#DIV/0!
Charter	0	0	0						
TOTAL ACTUAL DEPARTURES	136	158	137	294	299		-13.9%	-0.7%	-1.7%
AIRCRAFT OPERATIONS									
(Landings and Takeoffs)									
COMMERCIAL AIRLINE	398	432	465	830	973		-7.9%	-14.4%	-14.7%
GENERAL AVIATION	6,758	6,924	9,410	13,682	17,675		-2.4%	-28.2%	-22.6%
MILITARY	108	139	183	247	379		-22.3%	-41.0%	-34.8%
TOTAL AIRCRAFT OPERATIONS	7,264	7,495	10,058	14,759	19,027		-3.1%	-27.8%	-22.4%

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2015

AIR TRAFFIC REPORT									
	MONTH			YR TO DATE TOTALS			PERCENTAGE CHANGES		
	Feb-15	Jan-15	Feb-14	2015	2014		Feb-15 Jan-15	Feb-15 Feb-14	15YTD 14YTD
							-4.5%	-0.1%	-3.5%
ENPLANED PASSENGERS	5,250	5,497	5,254	10,747	11,137				
DEPLANED PASSENGERS	5,294	6,048	5,340	11,342	11,750		-12.5%	-0.9%	-3.5%
TOTAL PASSENGERS	10,544	11,545	10,594	22,089	22,887		-8.7%	-0.5%	-3.5%
AIRCRAFT OPERATIONS (Landings and Takeoffs)									
Air Carrier	398	432	465	830	973		-7.9%	-14.4%	-14.7%
General Aviation	6,758	6,924	9,410	13,682	17,675		-2.4%	-28.2%	-22.6%
Military	108	139	183	247	379		-22.3%	-41.0%	-34.8%
Total	7,264	7,495	10,058	14,759	19,027		-3.1%	-27.8%	-22.4%
AIR TRAFFIC REPORT	MONTH			YEAR TO DATE TOTALS			CHANGES		
	Feb-15	Jan-15	Feb-14	2015	2014		Feb-15 Jan-15	Feb-15 Feb-14	14 YTD 13 YTD
NUMBER OF DAILY SCHEDULED DEPARTURES									
USAirways Express - Piedmont	3	3	3				0.0%		
USAirways Express - PSA	0	0	0						
ACA - United Express	0	0	0						
ASA - Delta Connection	0	0	0				#DIV/0!		
Allegheny	0	0	0						
Shuttle America	0	0	0						
Air Wisconsin	3	3	3						
Total	6	6	6				0.0%		
NUMBER OF ACTUAL DEPARTURES									
USAirways Express - Piedmont	126	137	69	263	152		-8.0%	82.6%	73.0%
USAirways Express - PSA	10	21	0	31	-		-52.4%	#DIV/0!	#DIV/0!
ACA - United Express	0	0	0	-	-				
ASA - Delta Connection	0	0	0	-	-		#DIV/0!	#DIV/0!	#DIV/0!
Allegheny	0	0	0	-	-				
Shuttle America	0	0	0	-	-		#DIV/0!	-100.0%	-100.0%
Air Wisconsin	0	0	68	-	147		-13.9%	-0.7%	-1.7%
Total	136	158	137	294	299				
NUMBER OF CANCELLED DEPARTURES									
USAirways Express - Piedmont	17	3	11	20	15		14	6	5
USAirways Express - PSA	0	2	0	2	-		-2	0	2
ACA - United Express	0	0	0	-	-		0	0	0
ASA - Delta Connection	0	0	0	-	-		0	0	0
Allegheny	0	0	0	-	-		0	0	0
Shuttle America	0	0	0	-	-		0	0	0
Air Wisconsin	0	0	8	-	13		0	-8	-13
Total	17	5	19	22	28		12	-2	-6

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2015

AIR TRAFFIC REPORT																
Revenue Passengers Only				MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL		
				Feb-15	Jan-15	Feb-14	2015	2014	Feb-15	Jan-15	Feb-14	14 YTD	13 YTD	Feb-15	Jan-15	Feb-14
ENPLANED PASSENGERS																
US Airways Express - Piedmont				4,885	4,787	2,413	9,672	5,241	2.0%	2.0%	102.4%	84.5%		93.0%	87.1%	45.9%
US Airways Express - PSA				365	710	0	1,075	-	-48.6%	#DIV/0!	#DIV/0!	#DIV/0!		7.0%	12.9%	0.0%
ACA - United Express				0	0	0							0.0%	0.0%	0.0%	
ASA - Delta Connection				0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		0.0%	0.0%	0.0%
Allegheny				0	0	0							0.0%	0.0%	0.0%	
Shuttle America				0	0	0							0.0%	0.0%	0.0%	
Air Wisconsin				0	0	2,841	-	5,896	#DIV/0!	#DIV/0!	-100.0%	-100.0%		0.0%	0.0%	54.1%
Charter				0	0	0	-	-					0.0%	0.0%	0.0%	
Total				5,250	5,497	5,254	10,747	11,137	-4.5%	-4.5%	-0.1%	-3.5%		100.0%	100.0%	100.0%
DEPLANED PASSENGERS																
US Airways Express - Piedmont				4,879	5,198	2,656	10,077	5,987	-6.1%	-6.1%	83.7%	68.3%		92.2%	85.9%	49.7%
US Airways Express - PSA				415	850	0	1,265	0	-51.2%	#DIV/0!	#DIV/0!	#DIV/0!		7.8%	14.1%	0.0%
ACA - United Express				0	0	0							0.0%	0.0%	0.0%	
ASA - Delta Connection				0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		0.0%	0.0%	0.0%
Allegheny				0	0	0							0.0%	0.0%	0.0%	
Shuttle America				0	0	0							0.0%	0.0%	0.0%	
Air Wisconsin				0	0	2,684	-	5,763	#DIV/0!	#DIV/0!	-100.0%	-100.0%		0.0%	0.0%	50.3%
Colgan Air				0	0	0							0.0%	0.0%	0.0%	
Charter				-	0	0	-	-					0.0%	0.0%	0.0%	
Total				5,294	6,048	5,340	11,342	11,750	-12.5%	-12.5%	-0.9%	-3.5%		100.0%	100.0%	100.0%
TOTAL PASSENGERS																
US Airways Express - Piedmont				9,764	9,985	5,069	19,749	11,228	-2.2%	-2.2%	92.6%	75.9%		92.6%	86.5%	47.8%
US Airways Express - PSA				780	1,560	-	2,340	-	-50.0%	#DIV/0!	#DIV/0!	#DIV/0!		7.4%	13.5%	0.0%
ACA - United Express				-	-	-							0.0%	0.0%	0.0%	
ASA - Delta Connection				-	-	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		0.0%	0.0%	0.0%
Allegheny				-	-	-							0.0%	0.0%	0.0%	
Shuttle America				-	-	-							0.0%	0.0%	0.0%	
Air Wisconsin				-	-	5,525	-	11,659	#DIV/0!	#DIV/0!	-100.0%	-100.0%		0.0%	0.0%	52.2%
Colgan Air				0	-	-							0.0%	0.0%	0.0%	
Charter				-	-	-	-	-					0.0%	0.0%	0.0%	
Total				10,544	11,545	10,594	22,089	22,887	-8.7%	-8.7%	-0.5%	-3.5%		100.0%	100.0%	100.0%

AIR TRAFFIC REPORT										
NON-REVENUE PASSENGERS ONLY										
MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL	
	Feb-15	Jan-15	Feb-14	2015	2014	Feb-15	Jan-15	Feb-14	13 YTD	14 YTD
ENPLANED NON-REVENUE PASSENGERS										
USAirways Express - Piedmont	135	137	74	272	150	-1.5%	-66.7%	82.4%	81.3%	
USAirways Express - PSA	7	21	0	28	-			#DIV/0!	#DIV/0!	
ACA - United Express	0	0	0							
ASA - Delta Connection	0	0	0	-	-	#DIV/0!		#DIV/0!	#DIV/0!	
Allegheny	0	0	0							
Shuttle America	0	0	0							
Air Wisconsin	0	0	65	-	132	#DIV/0!		-100.0%	-100.0%	
Total	142	158	139	300	282	-10.1%		2.2%	6.4%	
						95.1%	86.7%	4.9%	13.3%	53.2%
						0.0%	0.0%	0.0%	0.0%	0.0%
						0.0%	0.0%	0.0%	0.0%	0.0%
						0.0%	0.0%	0.0%	0.0%	0.0%
						0.0%	0.0%	0.0%	0.0%	0.0%
						100.0%	100.0%	100.0%	100.0%	53.2%

TRAFFIC STATISTICS FOR FEBRUARY 2015

FEBRUARY	PIEDMONT				AIR WISCONSIN				PSA				TOTALS			
	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor
Aircraft Type																
HC-8-200	-	-											-	-		
HC-8-300	118	5,900											118	5,900		
HC-8	8	296											8	296		
R7									0	-			-	-		
RJ(50 SEAT)	-	-	4,885		0	-			10	500	365		10	500		
total	126	6,196	4,885	78.8%	-	-	-	#####	10	500	365	73.0%	136	6,696	5,250	78.4%

Year-to-Date	PIEDMONT				AIR WISCONSIN				PSA				TOTALS			
	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor
HC-8-200	-	-											-	-		
HC-8-300	244	12,200											244	12,200		
HC-8	19	703											19	703		
R7									0	-			-	-		
RJ(50 SEAT)	-	-			0	-			31	1,550			31	1,550		
total	263	12,903	9,672	75.0%	-	-	-	#####	31	1,550	1,075	69.4%	294	14,453	10,747	74.4%

Lynchburg Regional Airport

Web prices based on week of 5/12-19

NOTE: Amadeus available Dec 15, 2014

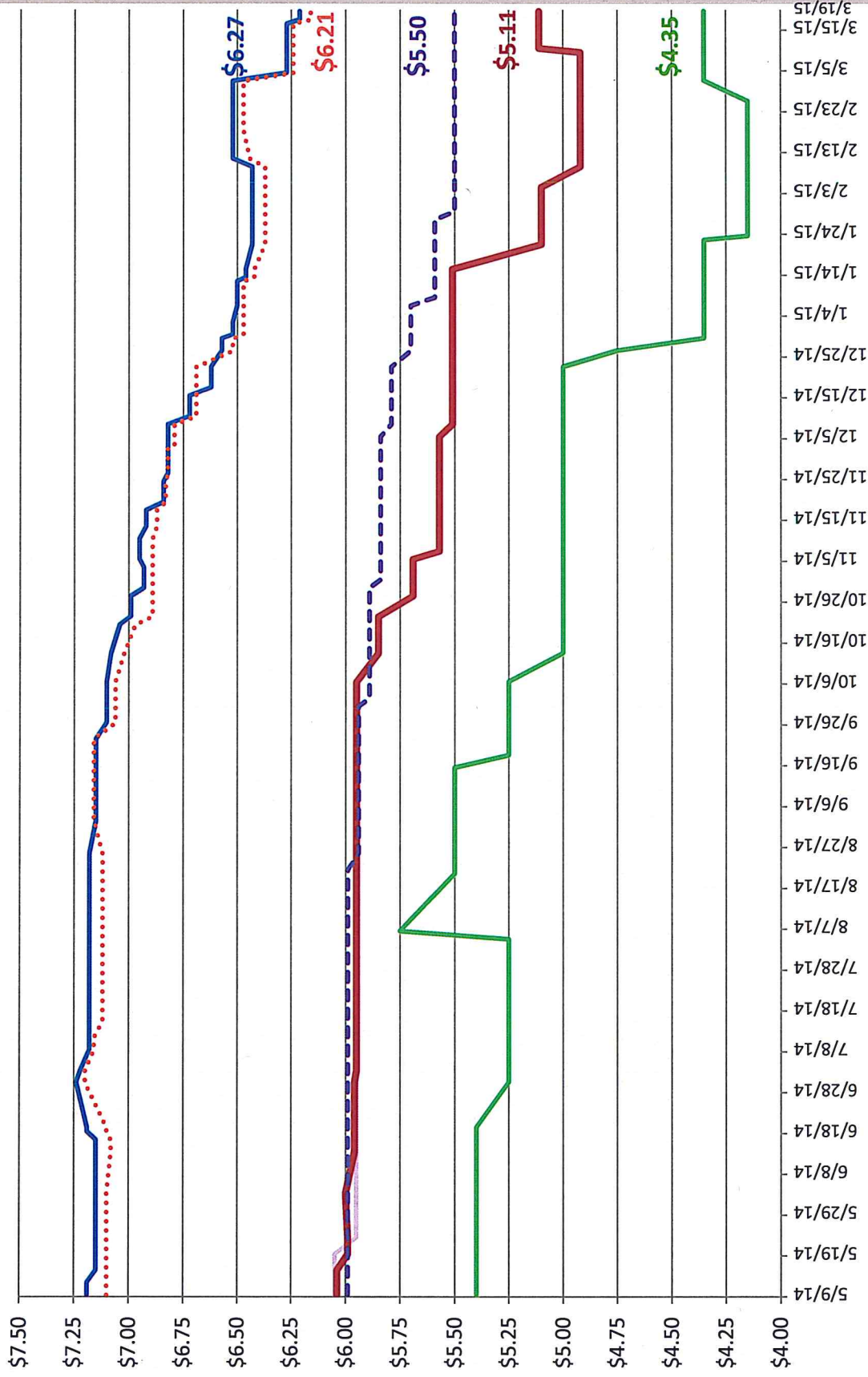
Best fare shown for specific dates of travel, and lowest fare in that week for flexible dates (3 days before/after specified dates)

Selected Major Air Travel Markets - Web: March 12, 2015 Amadeus: March 13, 2015

Dest	US LYH	US LYH	US ROA	US ROA	US RIC	US RIC	US CHO	US CHO
	Amadeus Lowest	Best of week LYH WEB	Amadeus Lowest	Best of week ROA WEB	Amadeus Lowest	Best of week RIC WEB	Amadeus Lowest	Best of week CHO Web
LAS	324	379	380	418	324	362	354	339
PHX	356	337	404	388	356	369	384	441
SEA	402	411	514	461	402	411	420	412
PDX	402	411	514	485	326	363	274	320
SFO	388	395	562	570	388	399	376	389
SAN	410	395	514	445	286	324	410	337
LAX	402	379	764	547	312	349	354	391
DEN	318	281	512	489	318	335	252	289
DFW	406	301	336	373	320	342	214	211
IAH	282	301	406	443	282	319	276	313
SAT	362	335	350	387	362	335	366	335
MSP	282	301	356	393	282	319	262	299
MSY	330	281	346	383	330	301	316	286
STL	288	301	336	373	282	298	274	301
ATL	194	222	454	317	194	214	286	297
FLL	206	222	386	242	124	161	212	211
JAX	314	222	452	373	314	224	234	222
MIA	514	222	231	268	124	183	196	233
MCO	244	233	336	295	124	161	244	210
TPA	282	287	336	295	282	294	236	273
PBI	210	222	346	211	164	201	204	222
MEM	282	296	326	358	282	296	326	296
BOS	264	301	336	345	124	162	254	228
DTW	242	279	470	507	202	239	254	316
BNA	282	199	324	293	202	222	292	225
LGA	324	261	330	353	374	397	370	393
EWR	370	261	324	361	364	398	360	397
MCI	282	319	496	393	282	298	250	287
IND	374	227	440	333	316	227	280	227
ORD	466	301	374	411	466	471	244	291
RSW	318	249	346	373	318	301	194	231
CMH	242	227	284	321	242	227	244	227
ROC	386	329	324	342	308	230	234	252
CLE	242	227	195	232	202	224	145	227
MKE	242	279	462	373	202	227	266	252
SLC	356	289	456	493	356	369	304	284
BUF	202	227	344	341	202	227	278	227
AUS	282	319	350	385	282	301	324	307
AVG	317.68	290.21	395.16	378.16	279.47	291.58	283.24	289.42

Jet A Fuel

LYH-VA LYH-FA ROA DAN CHO SHD



100LL Fuel

